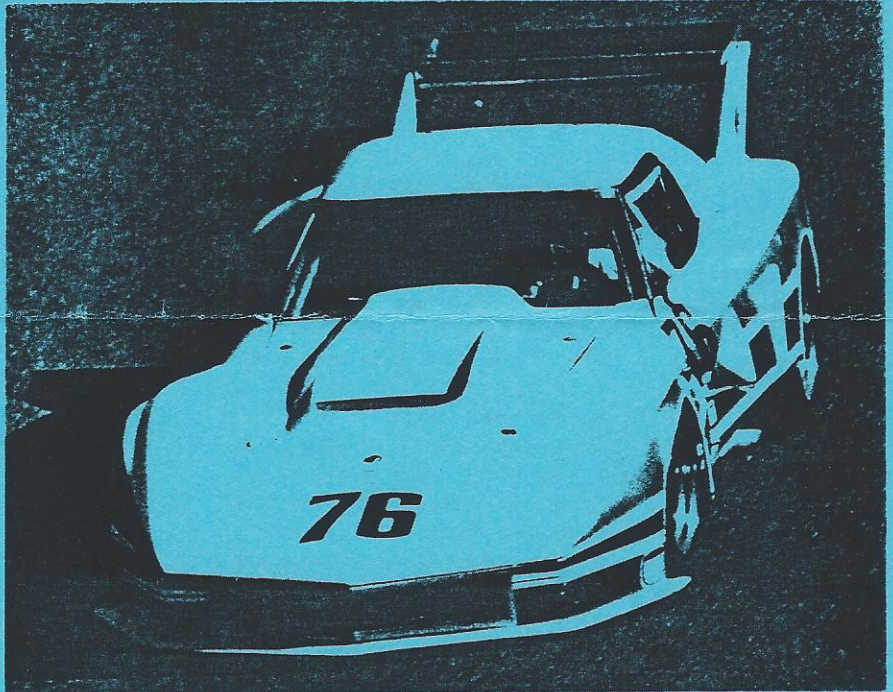


THE RACING NEWS

***** AN OSSM PUBLICATION ***** NO. 2

DUDLEY WINS OSSM OPENER

Dennis Dudley took an early lead in the OSSM CHAMPIONSHIP SERIES season points standings by winning the first event of the season and grabbing two bonus points as Top Qualifier. In the first round of qualifying, Dudley set the pace with what is now the OSSM lap record total for three, five minute heats on Lee Dundas' long track. His 93.4 lap total in qualifying was backed up by a 93.3 in the "A" Main. A full report follows below.



OSSM

LARGE FIELD FORCES CHANGES IN OSSM RACE FORMAT

Competitors in OSSM's 1988-89 Championship Series will see some changes in race day procedure as a result of the large entry anticipated at Race Two on Saturday, November 12, 1988 at Pelican Park Speedway. See full details below.

CAPITOL RACEWAYS WEDNSDAY NIGHT RACING SERIES

Frank Crane Jr. hosts HO scale racing at his home in Salem every Wednesday Night. Newcomers are always welcome. CAPITOL RACEWAYS is a beautiful, realistically detailed hand routed wooden track. Banked turns and tight chicanes provide plenty of action. Practice begins at 6:00PM with racing a 8:00PM. For more information call Frank - 390-2669.

PACER KICKS OFF NEW SEASON

Fast and highly competitive racing marked the beginning of the 1988-89 PACER season. The new 1/24 Euro-Toy Class was the highlight at the first of six, Friday night contests. A race report and full results follow below.

SUPERTEAM

OSSM "SUPERTEAM" CONCEPT ANNOUNCED
Experimental Race Planned

A number of new ideas will be tested in OSSM'S first event of the new year. In fact, this non-championship event may provide a preview of the 1989-90 OSSM season. A \$50 gift certificate from the EUGENE TOY and HOBBY and the glory of being the first "Superteam" to have their names inscribed on the fabulous "SUPERTEAM CHALLENGE CUP" is at stake on Saturday January 7, 1989 at Pelican Park Speedway. See related story below and enclosed Entry Form.

OSSM

***** OSSM CHAMPIONSHIP SERIES: RACE ONE *****

With a large field of serious competitors, qualifying in the top eight was a major accomplishment. Racers making the "B" Main were Randy Troy with an 87.4, Bob McFarland with an 86.9, Hugh Beck with an 86.7, and Frank Crane Jr. with an 86.1. After two fifteen minute rounds of qualifying, the competitors were separated by just 1.3 laps, or about twelve seconds on the track.

The first heat in the "B" Main produced perhaps the best race of the day. Randy Troy's white Nissan 280 ZX paced Bob McFarland's venerable white and blue Z car lap after lap. When one crashed, the other would crash almost automatically. It seemed as if they raced the entire five minute heat door handle to door handle. Hugh Beck's Corvette was extremely fast and smooth on the straights, but the pair of Nissans held an advantage in the slower corners. In the end, Troy edged McFarland by just one tenth of a lap with a 29.0 to a 28.9. Beck wasn't far behind with a 28.0.

Hugh Beck won the second heat with a 29.8 and ultimately took second place in the "B" Main away from Randy Troy. But it was consistent fast runs by Bob McFarland that brought him overall victory, and with it a shot at \$25.00 in the "Dash for the Cash". The lap totals were 89.2 for McFarland, 88.3 for Beck, 87.5 for Troy, and Frank Crane Jr. had 87.0. Crane was struggling with a serious vibration problem in his silver IMSA-style Corvette. However, he made the most of his equipment with his usual fast and steady driving style.

Qualifying for the "A" Main were Dennis Dudley with 93.4, Doug Haynes - 91.9, Lee Dundas - 90.2 and John Andersen - 88.4. Andersen had recorded an 86.0 in the first qualifying round. That score wouldn't have been good enough to make the "B" Main, but a remarkable 2.4 lap improvement in the second qualifying round was enough to lift him clear into the "A" Main!

The first heat of the "A" Main had perhaps the closest finish of the entire event. Dudley had the white lane and Lee Dundas was in red. It looked like Doug Haynes had his work cut out for him in the blue lane. Dudley jumped out to an early lead with Dundas in hot pursuit. Crashes, first by Dundas and then by Dudley, put Haynes in first midway through the five minute heat. Slowly but surely Dudley's pristine white IMSA Corvette reeled Haynes' black and silver Corvette GT Prototype back in. The pressure was mounting, but Haynes hung on, trying to run at his own pace in the always tough blue lane.

When Dudley finally caught the Mr. Goodwrench Corvette, he immediately began searching for a way by. Maybe Dudley was a little over-anxious, maybe Haynes lifted the throttle just a bit extra, but both cars arrived at the hairpin at the same moment. Dudley was on the outside and the inevitable nerf put him into the weeds! Haynes had another good lead, but Dudley relentlessly made up the ground between them again. Just as Dudley's Corvette closed to within 18 inches of the lead car, time ran out and the race was over. Both cars finished with identical scores of 30.9 laps for the heat. Lee Dundas took third with a 28.6.

Dundas won the final heat of the "A" Main convincingly with the highest single heat lap total of the event. He scored a 31.8 to Dudley's 30.8 and John Andersen's 29.3. "A" Main total lap scores were 93.3 for Dudley, just one half lap behind with 92.8 came Haynes, Dundas had 90.5 and Andersen scored 87.1 laps.

The "Dash for the Cash" pitted the "A" Main winner, Dennis Dudley against "B" Main winner Bob McFarland in a ten lap sprint. McFarland had lane choice and chose the white lane; Dudley took red. Just one crash can make the difference in a race this short, however Dudley showed the same dominance he had all day by pulling out to an early lead. McFarland hung on hoping for a miscue by Dudley, but it didn't happen. With the victory, Dudley was given his choice of five unmarked envelopes with gift certificates of various denominations inside. He picked a \$10.00 gift certificate from series sponsor, Eugene Toy and Hobby.

Eugene racer, Doug Beddow won the Concours d'Elegance trophy with his gorgeous Mustang painted in Jack Roush/Mac Tools livery. Competition was fierce in the Concours with Gary Gossett, John Anderson, Dennis Dudley and Frank Crane Jr. all entering beautifully finished and authentically detailed machines.



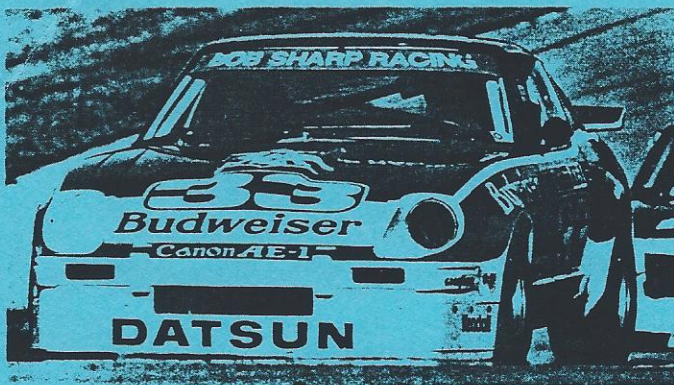
HAPPY CONOURS CHAMPION DOUG BEDDOW

OSSM SERIES POINT STANDINGS

(After One Race)

Position	Driver	Points
1.	DENNIS DUDLEY	22*
2.	DOUG HAYNES	16
3.	LEE DUNDAS	14
4.	JOHN ANDERSEN	12
5.	BOB MCFARLAND	10
6.	HUGH BECK	8
7.	RANDY TROY	6
8.	FRANK CRANE JR.	5
9.	GARY GOSSETT	4
10.	DOUG BEDDOW	3
11.	CHRIS SNYDER	2
12.	HUGH ELSWORTH	1

* Includes 2 Top Qualifier bonus points.



***** BIG TURNOUT FOR OSSM INAGURAL *****

14 Car Field Takes Green Flag

With 14 cars and drivers scrapping for every inch, "Making the Main" was a goal that was not easily accomplished. In fact, qualifying for the "B" Main was an achievement among this group of competitors. Large numbers of competitive entries has been one of the primary goals in the formulation of rules and procedures for the OSSM Championship Points Series. However, the immediate popularity of the series has forced OSSM to implement a few race-day format changes to accommodate the racers.

20 Cars Expected For Race Two

In addition to the participants in the first event, OSSM expects an additional group of entrants in Race Two. Joe Bettis, John Thompson, Dave Stone, Larry Brumwell, and Stan Walters Jr. are Eugene competitors who have expressed a desire to participate. Dave Smith from Salem and Portland area hot shoes Larry Cockerham, Jerry Palfenier, and Bart Currie have also stated an intention to compete. If just some of these people attend Race Two, a total field of 20 cars appears likely.

Big Fields Force Format Changes

In an effort to streamline the race-day procedure, OSSM has implemented the following format changes:

1. During practice before an event, every three minutes track power will be shut off and drivers will rotate through each lane and then off. Drivers may rotate through the lanes as often as they desire throughout practice.
2. Qualifying round heats will be reduced to 4 minutes.
3. Main event heats will be reduced to 5 minutes.
4. The lunch break will take place between the first and second qualifying rounds.
5. There will be no track warmup time between heat races.

Procedure Between Heat Races: When the heat ends, immediately unhook your hand control and move to next lane. As soon as scores from the previous heat are recorded, cars may be removed from the track. Drivers will have a brief opportunity to clean their braid or tires; however, power will remain off until the next heat starts. Cars shall be placed on the start line and the next heat will begin.

This procedure will obviously force a change in many drivers' pre-race tire conditioning routine. There will not be an opportunity to "run-in" tires that have been cleaned or glued between heats. Racers who are affected by this new procedure should begin developing alternative methods of conditioning their tires.

Depending on how well this procedure works, it may be modified, dropped completely, or adopted permanently. However, it will be used from now on for all OSSM Series events until further notice.

***** PACER KICKS OFF NEW SEASON *****

Dennis Dudley's "Group South" Tiga edged Gary Gossett's "Budwiser" Cougar by a tenth of a lap to take the checkers in the first test of the Euro-Toy speed machines. Glenn Heath beat Bob McFarland by a tenth to take third place and Frank Crane Jr. nudged Doug Haynes for fifth place by another tenth!

The 1/24 Nascar race was the first test of the new Group 12 motor rules. Aside from the top three cars, entrants were struggling with new cars and unsorted set-ups. Lee Dundas' blue "Motorcraft" T-bird held off Bob McFarland's "Coors" machine by one half lap to win the race. The unofficial "Concours" winner of the entire event was clearly Hugh Beck's perfect Richard Petty STP Pontiac replica. Beck grabbed third place with a car that was as fast as it was beautiful.

In 1/32 RTR, Glenn Heath's Stingray took an eight-tenths of a lap victory over a 16 car field. Bob McFarland's Nissan and Dennis Dudley's IMSA Corvette tied for second place. Just one half lap back, Doug Haynes slipped past Lee Dundas to take snare place by one tenth.

PACER: RACE ONE

(Unofficial Results)

1/24 EURO-TOY RESULTS

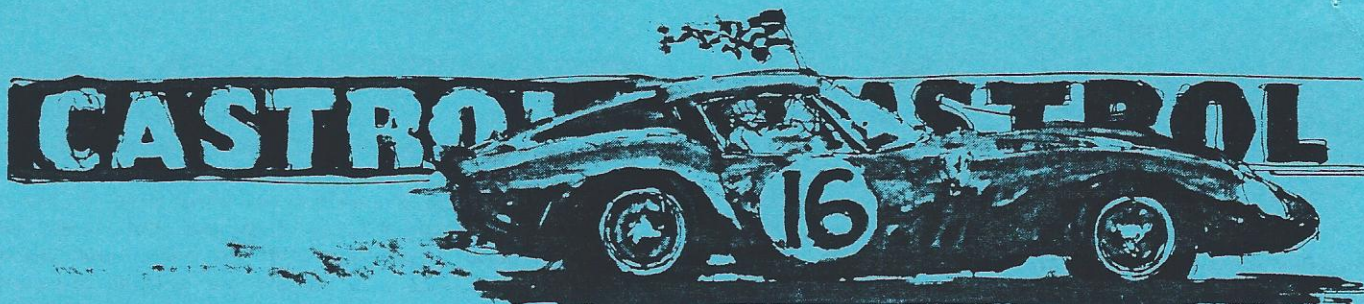
Position	Driver Name	Number of Laps
1.	DENNIS DUDLEY	43.3
2.	GARY GOSSETT	43.2
3.	GLENN HEATH	43.0
4.	BOB MCFARLAND	42.9
5.	FRANK CRANE JR.	41.5
6.	DOUG HAYNES	41.4
7.	JERRY PALFENIER	40.8
8.	BART CURRIE	39.0
9.	HUGH ELSWORTH	38.6
10.	LEE DUNDAS	38.0
11.	TIM RACKLEFF	36.8
12.	KENNY PALFENIER	32.5
13.	BERNIE KENNAHECK	29.6
14.	HUGH BECK (DNF)	28.4

1/24 NASCAR RESULTS

Position	Driver Name	Number of Laps
1.	LEE DUNDAS	37.2
2.	BOB MCFARLAND	36.7
3.	HUGH BECK	36.1
4.	DENNIS DUDLEY	31.9
5.	DOUG HAYNES	31.6
6.	FRANK CRANE JR.	31.3
7.	JERRY PALFENIER	27.9
8.	BERNIE KENNAHECK	23.3
9.	LARRY COCKERHAM (DNF)	20.8

1/32 RTR RESULTS

Position	Driver Name	Number of Laps
1.	GLENN HEATH	36.8
2. (Tie)	DENNIS DUDLEY	36.0
	BOB MCFARLAND	36.0
4.	DOUG HAYNES	35.5
5.	LEE DUNDAS	35.4
6.	BART CURRIE	34.3
7.	FRANK CRANE JR.	34.1
8.	JERRY PALFENIER	33.8
9.	LARRY COCKERHAM	32.3
10.	HUGH BECK	31.4
12.	HUGH ELSWORTH	29.5
13.	KENNY BIBBINS	27.1
14.	BERNIE KENNAHECK	26.4
15.	TIM RACKLEFF	25.1
16.	KENNY PALFENIER	21.4



***** OSSM SUPERTeam CHALLENGE *****

It seems like there are plenty of opportunities to test our cars and our driving skills against each other in sprint races. The PACER, OSSM, and HORO series events are all sprint races. One of the primary reasons for a sprint race format is the desire to accommodate as many as 15 or 20 entrants and still keep things moving so that it doesn't take forever between opportunities to actually drive.

Compared to sprint races, endurance races bring a variety of different dynamics into play. Teams can build up the competitive spirit that doesn't often appear in the "me versus them" atmosphere of sprint events. The overall fitness of the car is tested in an endurance race, where sprint races are usually a test of speed alone. Pit stops and mechanical break-downs can really add drama to the on-track racing.

It's not that endurance races are better than sprints, it's just that they're different. And, there aren't very many of them. One problem is that the number of teams is limited to the number of lanes on the track. In order to accommodate 15 to 20 drivers, you end up with four drivers on a team. Of course, this means that you have to wait for over an hour between your stints and the old argument for sprint races arises again. It is also much more difficult to organize teams than it is for individual racers to simply decide whether or not to race. With just four teams of four members, if one or two drivers can't make it at the last minute, the whole team may cancel, thus leaving an empty lane throughout the race.

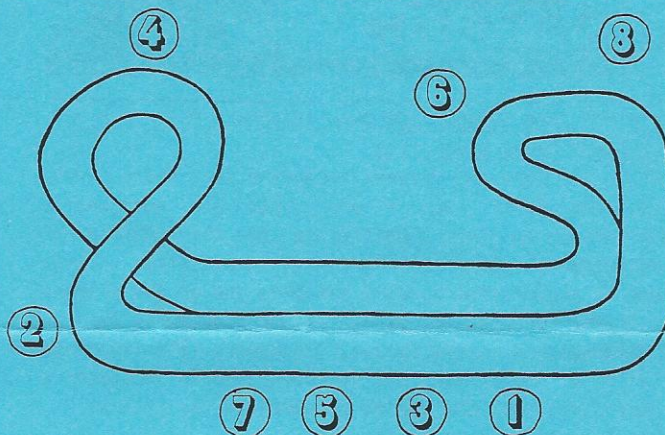
The OSSM SUPERTeam CHALLENGE is designed to combine the best aspects of team endurance racing with the best aspects of sprint racing. The basic program is as follows:

1. TEAMS: Two person teams only. No more than eight teams will be eligible.

2. CARS: Class of car will vary at each event, Emphasis will on hard plastic bodies and home built chassis; Vintage Trans Am, 50's NASCAR, and "Club" Sports Cars are currently under consideration. However classes like 1/32 RTR and 1/24 Eurotoy will also be raced. The January 7th event is scheduled for 1/32 RTR with "Endurance Prototype" bodies.(See Entry Form for details).

3. EVENTS: If the January 7th race is successful, there will probably be one other SUPERTeam event this season, tentatively scheduled for late spring. Several SUPERTeam races might be held next year, but they would probably not become part of a season-long points championship.

4. FORMAT: Each team will have one car. Teams will draw "position numbers" before the race. There will be one "position number" for each team competing, i.e. eight teams, eight positions. Assuming the race is on a four lane track and there are eight teams, positions 1, 3, 5, and 7 will be racing positions on one of the four lanes. Positions 2, 4, 6, and 8 will be turn marshalling positions at designated locations around the track. At least one member of each team must be at his/her designated position throughout the event.



Individual heat races will run for 13 minutes. Therefore, if there are eight teams, as they rotate from one position to the next, each team's car will be on the track for every other 13 minute race. How teams divide up the driving duties is up to them as long as both drivers compete for a minimum of 1 1/2 hours. At the end of each heat race, lap totals for each team will be recorded and the lap counter will be zeroed.

Two minutes will be allowed between heat races to connect hand controls and to work on cars. When the heat begins, cars that are not racing in that heat must be placed in the impound area. They cannot be worked on until the next scheduled two minute pit stop. Of course, cars that are racing may be worked on, if necessary.

The actual length of the event and the duration of the race will depend on the number of teams entered. As few as five teams would be enough to hold the race. Conceivably as many as 10 or 12 teams could compete, but eight teams has been set as the limit for first event.

One hour of "Race Time" (a complete rotation through all positions) will take the following amount of actual time to complete:

Number Of Teams	Actual Time Per Hour Of "Race Time"
5	One Hour and Fifteen Minutes.
6	One and One-Half Hours.
7	One Hour and Forty-Five Minutes.
8	Two Hours.

The actual time of the January 7th race will be limited to approximately eight hours, Therefore, the "Race Time" will be whatever combination comes closest to eight hours based on the number of teams competing:

Number of Teams	"Race Time"	Actual Time
5	6 Hours	7 1/2 Hours
6	6 Hours	8 Hours
7	4 Hours	7 Hours
8	4 Hours	8 Hours

Therefore, assuming a full field of eight teams, the first race should last about eight hours.

After each car has completed one hour of "Race Time" (one full rotation through all positions), position numbers will be drawn again. This is so drivers won't have to race against the same cars for the entire event.

SUPERTEAM

***** OSSM SUPERTEAM CHALLENGE Continued *****

5. CONCEPT: The idea behind two-person teams is to combine the strengths and weaknesses of two individuals to result in a unit that is stronger than its component parts. An experienced driver can help his less experienced partner get up to speed or a car-builder can team up with a hot-shoe.

It should be easier to organize two-person teams compared to four-person teams and it will not be as important for every scheduled team to show up for the race.

6. REGISTRATION: Since there is a limit on the number of teams, if more than eight teams want to enter an event, a fair method of selection must be developed. Another new idea will be tried: PRE-RACE REGISTRATION BY MAIL.

The first eight entries based on postmark date will be eligible to race. The DEADLINE FOR ENTRY IS DECEMBER 20th. If less than eight teams enter by December 20th, late registration will be allowed until the grid is full. If less than five teams enter by December 20th, the event might be cancelled. However, this appears very unlikely based on the verbal response received thus far. This registration procedure will probably become the usual routine for all OSSM endurance races from now on.

There will be a \$50 prize for the winning team, but the real glory will come from having your name on the OSSM SUPERTEAM CHALLENGE CUP, a revolving trophy of "OSSM" dimensions!

WESTWOOD RACEWAY HOSTS HO CONTEST

HORO Invitational First Of Series

A smooth track and a smoothly run event proved the right combination for a great afternoon of HO competition. Based on the 1987 season rankings, the top four HORO racers competed against a variety of veteran racers and a few surprising newcomers.

Rookie Ryan Pfau of Salem drove with incredible poise to make the Magna-Traction/NASCAR main event over veterans John Andersen, Frank Crane Jr., and Larry Cockerham. Pfau then pressured Dennis Dudley in the main, before settling for second place. Doug Haynes took third place. Ryan's only weakness was his turn marshalling --- at age 10 he is barely tall enough to reach over the edge of the track!

The Tyco 440/Formula Car class was a good scrap in the qualifying rounds with Salem area racer Ivan Halvorson making a strong bid to unseat some of the top guns. In the main Doug Haynes cruised to an easy victory over Dennis Dudley and Frank Crane Jr.

The change to Saturday from the usual Sunday HORO race day caught several Portland area competitors unaware and, unfortunately, a relatively small field enjoyed Dave Smith's considerable efforts in hosting this first class event. Nevertheless, there were plenty of top line cars and drivers, and all who competed left with big trophies, beautiful photo-etched brass plaques, and broad smiles.

HORO plans to hold several more events at WESTWOOD this season. Races are also planned for Dennis Dudley's 14th STEET ACTION TRACK and Doug Haynes' OREGON INTERNATIONAL RACEWAY. When the HORO schedule is finalized, it will be published in THE RACING NEWS.

*** RACE REVIEW *** RACE REVIEW *** RACE REVIEW ***

Comment

THE RACING NEWS will be used as a means of communication with racers competing in the OSSM Championship Series. In the RACE REVIEW column, we will try to review most of the "Official Decisions" that were made during the last OSSM event and discuss any questions that were raised about the rules. Anyone who has an opinion about any aspect of any race is invited to put his/her views into a letter and we promise to publish it verbatim, provided: 1) it is clearly stated in the letter that you want all or some portion of it published; and 2) it is not offensive or in poor taste. However, we do not promise not to use this little print!

An Unusual Occurrence

Probably one of the more bizarre events you will ever see at a formal slot car race occurred when Hugh Beck's Corvette and Bob McFarland's Nissan both stopped simultaneously during a qualifying heat race. It is a general principle of race procedure that when a single car stops during a race it will be presumed that it is a car failure and the race will continue among the other competitors. Of course, there are always exceptions to general rules; such as here track failures are anticipated before the race because of prior problems.

When two cars stopped at exactly the same moment, a track failure seemed more likely than two cars breaking at once. However, the decision to continue the race was correctly made, even though Frank Crane's Corvette was the only car left running. It was ultimately confirmed that there wasn't a track failure. If the track had been at fault, the entire heat would have been rerun. It wouldn't have been fair to Bob and Hugh not to give them the same opportunity to win that everyone else had. On the other hand, mechanical reliability is each racer's own responsibility. It wouldn't have been fair to other competitors to give Bob and Hugh a "second chance" because their cars broke.

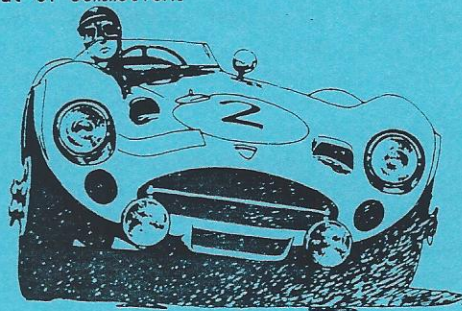
The one truly unfortunate thing was that Frank was robbed of an opportunity to do well in this heat because there was so much discussion among entrants about what to do. His lap total for that lane dropped by over a lap compared to his run in the "B" Main in that lane. Fortunately, one lap was not enough to have moved him up to the "A" Main at this race, but another time, it certainly could have made the difference.

The lessons learned from this experience are:

1. Once a race has started, unless every car on the track stops, do not stop turn marshalling or start talking, no matter what happens.

2. The decision to stop a race will be made only by OSSM race Officials and if there is to be any discussion of the decision, it will occur only after the race is finished.

3. No matter how carefully the rules are written or how fairly the races are run, there will always be an element of RACING LUCK involved. Frank was lucky because two of his competitors broke and he won the heat race; Frank was unlucky because they both broke at the same time, causing a great deal of commotion.



* RULES * RULES * RULES * RULES * RULES * RULES * RULES *
Rules Changes

OSSM doesn't anticipate making a great number of rules changes during the racing season. Any significant rules changes to the car preparation rules will be mailed to everyone on the mailing list at least 30 days before they take effect. These types of rules changes will also be announced at the race just prior to the race at which they will go into effect.

Rules Adjustments

OSSM will make occasional adjustments to the race procedure and provide further interpretation of existing rules between events. Adjustments and interpretations will be announced in THE RACING NEWS and all competitors will receive a copy if they have provided OSSM with a current mailing address.

Other than the procedural adjustments described elsewhere in this issue of THE RACING NEWS, the only rule which has been adjusted following the first event is Rule C.5(b) regarding the length of the 1/16 inch brass tubes for body mounts. The purpose of limiting the length to 1/2 inch was to prohibit tubes running from one side of the chassis to the other. This adds unnecessary weight and may actually stiffen the frame. The same purpose will be served if the length limit is relaxed to 3/4 inch and cars that have been set up to PACER rules won't have to be changed. This change will be made in the OSSM Rule Book at the next revision.

Rules Questions

A number of questions about the rules were asked during the recent event. Questions involving clarification or interpretation are always welcomed by the OSSM staff. If the same question is asked repeatedly, it will probably be discussed in this column. However, if the question indicates that the person asking hasn't actually read the rules and is simply asking because they are too lazy to look it up, OSSM may not respond to the question. There is simply too much to do and think about at an event to waste time explaining rules to someone who hasn't taken the time to read them first. OSSM asks every competitor to observe this fact and consult the OSSM Rule Book first.

The following questions have been asked about car preparation:

Q. Is it legal to put tape on the side of the body to hold body mounting clips or pins in place?

A. Yes, unless you use so much tape it violates OSSM Rule A.7. which prohibits additional weight. It also probably won't help your chances in the Concours!

Q. Is it legal to put silver duct tape under your motor to cut down vibration?

A. Yes, but again, OSSM Rule A.7. prohibits you from using this as a means of adding weight.

Q. Can washers be used in the installation of the guide flag?

A. Yes, guide flag and guide flag installation is an area that is fairly unrestricted under OSSM rules. Other than OSSM Rule A.7., which would also apply here to prohibit the use of unnecessarily heavy collars or nuts, guide flag rules are open.

Q. Can silver duct tape or other tape be used inside the body for reinforcement of the nose and sides, to mount the interior, and to protect decals and paint?

A. Yes, but only as much as is reasonably necessary for the purpose used. One thickness of tape should work for nose reinforcement and decal protection. No more than two thicknesses should be necessary to reinforce the body mounting holes or to hold the interior in place.

Technical Inspection Rules

There were too many cars submitted for tech inspection that were obviously not in compliance with the rules. OSSM will be inspecting all cars at every race throughout the season. This process will be much faster and easier if every car passed inspection the first time. OSSM expects every entrant to know the rules and make their best effort to enter legal cars. Tech inspection is only for the purpose of confirming that the cars are in compliance. It is not the time for figuring out if your car is legal or not!

There were enough cars failing to pass on ground clearance to conclude that people must not have a piece of .055 piano wire to check the ride height. From now on, competitors entering an OSSM event will receive, upon request, absolutely free, one GENUINE 1988-89 OSSM CHAMPIONSHIP SERIES COMEMORATIVE TECHNICAL GROUND CLEARANCE INSPECTION TOOL. (If you loose it or give it away, OSSM will replace it, but you can't use them to build slot cars out of!).

Beginning with Race Two of the OSSM Championship Series, the technical log for each entrant will indicate whether his/her car passed tech first time through or whether it had to be returned to the entrant for changes. If a car is submitted for tech and fails to clear the first time for three consecutive events, the car will not be eligible to compete in the third event. It will remain ineligible until it passes tech on its first submission. This rule will be incorporated into the OSSM Rule Book at the next revision.

Rules Enforcement

Perhaps the reason so many cars were failing to clear tech was that competitors weren't sure just how closely the cars would be inspected or how vigorously the rules would be enforced. There were a few instances in which a car that didn't fully comply with the rules was allowed to compete. This was permitted to occur only at the first race for three reasons: 1) Not every competitor may have had sufficient opportunity to review the rules prior to the first race; 2) It appeared that the violation was one that wasn't easily remedied at the track; 3) The violation was non-performance oriented.

OSSM wants all competitors to know that this will not be permitted to occur again. Every rule in the OSSM Rule Book will be strictly enforced at each event in the future. All racers need to understand that how the application of rules affects an individual competitor in a particular situation is not the point. The integrity of the OSSM Championship Series is at issue. Every entrant deserves to have the races run under the same rules. If a slight infraction is allowed for one racer, why not all? Who decides what is a slight rule violation and what is a significant violation?

A major motivation behind the creation of the OSSM Championship Series was to hold races where everyone is aware of what the rules are and each competitor knows that all the other racers are being made to abide by them.

OSSM Rules are designed to make car preparation as easy as possible and to encourage participation by the greatest number of racers. It is not difficult to make sure your car is legal and tech inspection is certainly not intended keep people from racing. However, by submitting a car to tech that you know is illegal you are saying, in effect, that you have no regard for fairness to your fellow racers and no respect for the integrity of the OSSM Championship Series. By rejecting every illegal car, no matter how minor the infraction, OSSM will be telling you that this attitude is not consistent with the goals we are trying to achieve.